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CITY OF IRWINDALE, CALIFORNIA

General Plan Program

PHASE I

Summary Report

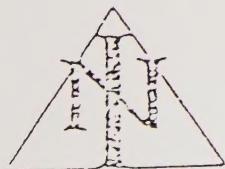
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RESOLUTION NO. 73-19-778

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF IRWINDALE APPROVING A GENERAL PLAN FOR
THE CITY.

THE CITY COUNCIL OF THE CITY OF IRWINDALE DOES RESOLVE AS
FOLLOWS:

SECTION 1. Pursuant to instructions from the City Council of the City of Irwindale, the City Staff and its special consultant have prepared a General Plan in accordance with the requirements of Sections 65300 et seq. of the California Government Code..

SECTION 2. The Planning Commission held a duly noticed public hearing as required by Section 65351 of the Government Code on June 12, 1973.

SECTION 3. The Planning Commission heretofore approved the General Plan attached hereto, marked Exhibit "A" by Resolution No. 174-(73).

SECTION 4. This City Council has held a public hearing thereon on June 28, 1973.

SECTION 5. The City Council does hereby adopt such General Plan as set forth in said Exhibit "A".

SECTION 6. The City Clerk shall certify to the adoption of this Resolution.

ADOPTED and APPROVED this 28th day of June, 1973.

ORIGINAL SIGNED
Mike Miranda, Mayor

ATTEST: ORIGINAL SIGNED

Margaret S. Barbosa, City Clerk

I, Margaret S. Barbosa, City Clerk, of the City of Irwindale, hereby certify that the foregoing Resolution was duly adopted at a regular meeting of the City Council held on the 28th day of June, 1973, by the following vote:

AYES: COUNCILMEN: Barbosa, Breceda and Miranda;

NOES: COUNCILMEN: None;

ABSENT: COUNCILMEN: Diaz and Chico.

Margaret S. Barbosa
Margaret S. Barbosa, City Clerk

City of Irwindale

Public Hearing by Planning Commission on June 12, 1973

Changes made to General Plan as submitted by
Neal Irving & Associates, pages 10, 11, and 12,

General Plan approved by Planning Commission on
June 12, 1973 with changes as noted.

Resolution No. 174-(73), Case No. 73-6-G.P.



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RESOLUTION NO. 174-(73)

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF IRWINDALE APPROVING
A GENERAL PLAN FOR THE CITY

THE PLANNING COMMISSION OF THE CITY OF IRWINDALE DOES
RESOLVE AS FOLLOWS:

SECTION 1. Pursuant to instructions from the City Council
of the City of Irwindale, the City staff and its special con-
sultant have prepared a General Plan in accordance with the
requirements of Sections 65300 et seq. of the California
Government Code.

SECTION 2. The Planning Commission held a duly noticed
public hearing as required by Section 65351 of the Government
Code on June 12, 1973.

SECTION 3. The Planning Commission hereby approves the
General Plan attached hereto, marked Exhibit "A".

SECTION 4. The Secretary shall certify to the adoption
of this Resolution.

ADOPTED and APPROVED this 12th day of June,
1973.

Elias A. Ornelas
Chairman

ATTEST:

Thurley M. Clark
Thurley M. Clark, Secretary

I, THURLEY M. CLARK, Secretary of the Planning Commission
of the City of Irwindale, hereby certify that the foregoing
Resolution was duly adopted at a regular meeting of the Planning
Commission held on the 12th day of June, 1973, by
the following vote:

AYES: Commissioners Tapia, Martinez, Diaz, Suarez, Ornelas
NOES: None

ABSENT: None

Thurley M. Clark
Thurley M. Clark, Secretary

CITY OF IRWINDALE

General Plan Program

Phase I -- Summary Report

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1975

Safety & Seismic Safety Elements

Scenic Highway Element

Noise Element

Irwindale

GOALS & OBJECTIVES

- to protect residential areas.
- to promote an economic tax base.
- to improve the aesthetic appearance of the City.
- to provide a continued planning program for the future.
- to maintain the community's mexican culture.

IRWINDALE

RESULTS OF ZONING AND LAND USE ANALYSES

The zoning of the City of Irwindale reflects its largely open area. Nearly 73% of the available land is zoned agricultural. The remaining land is zoned for industrial (12.1%), quarry (7.9%), and sign overlay (6.6%). Residential and commercial account for merely a fraction of the land (0.1% and 0.4% respectively). Please see attached sheet for detailed analysis.

The actual land use in the City of Irwindale reveals that the majority of the property is in quarry ownership (58.8%). However, this figure does not solely reflect quarry use, but may include vacant land, agricultural land, storage areas, etc. Industrial land use accounts for 8.9% of the total land, vacant land (5.4%), streets and highways (7.2%), public utility (6.4%), residential (1.2%) and commercial (0.3%).

In comparing the zoning with the existing land use, a large difference is apparent between land zoned for quarry and land under quarry ownership. This is probably due to issuance of special permits by the city. Another difference is seen for land zoned agricultural and land used for agricultural purposes. ~~Actual agricultural land use consists of two dairies and a hog ranch.~~ This large difference is attributed to the zoning of the Santa Fe Flood Control Basin as agricultural. The land use analysis includes the majority of this Basin in the category "vacant land". The only other category which showed a relatively large difference between the land use and the zoning was residential. While only 7 acres are zoned residential 73 acres are in residential use.

It should be noted that the city has no land zoned in the following categories: R-2, R-3, and C-P.

LAND USE ANALYSIS

<u>Land Use</u>	<u>Acreage</u>	<u>Percentage</u>
Quarry Ownership	3623.9 acres	58.8%
Residential	72.7 acres	1.2%
Commercial	16.8 acres	0.3%
City Hall & Park	25.5 acres	0.4%
Quasi Public	1.5 acres	-0-
Industrial	551.6 acres	8.9%
Agricultural	85.1 acres	1.4%
Public Utility	398.4 acres	6.4%
Streets & Highways	447.8 acres	7.2%
Vacant Land	946.4 acres	15.4%
TOTAL	6169.7 acres	

1.2
1.3
1.9
3.4
10.4

ZONING ANALYSIS

<u>Zoning</u>	<u>Acreage</u>	<u>Percentage</u>
Residential	6.7 acres	0.1%
R 1	6.7	0.1%
Commercial	20.2 acres	0.4%
C 1	0.8	-0-
C 2	5.9	0.1%
C 3	10.4	0.2%
C M	3.1	0.1%
Quarry	489.2 acres	7.9%
Industrial	750.0 acres	12.1%
M 1	220.7	3.6%
M 2	529.3	8.5%
Sign Overlay	407.0 acres	6.6%
Agricultural	4496 acres	72.9%
TOTAL	6169.7 acres = 9.6 sq. mi.	

ZONING & LAND USE COMPARISON

<u>Category</u>	<u>Land Use Acreage</u>	<u>Zoning Acreage</u>
Quarry	3624 (59%)	489 (8%)
Residential	73 (1%)	7 (.1%)
Commercial	17 (.3%)	20 (.4%)
Industrial	552 (9%)	750 (12%)
Agricultural	85 (1%)	4496 (73%)

CITY OF IRWINDALE

1. Population Characteristics

In 1960, Irwindale had a population of 1,518 persons. Due to the closing of a farm labor camp the 1970 population had dropped to 784. Three other changes in population characteristics can probably be attributed to this population loss:

1. The 1960 median income for families and unrelated individuals rose from \$1,106 to \$8,357 in 1970,
2. The median educational level rose from grade 5.9 in 1960 to 9.0 in 1970, and,
3. The number of males between the ages 20 and 55 showed a drastic decrease.

The average household size in 1970 was 3.84 whereas the average for Los Angeles was 2.83 and the national average was 3.0.

2. Education

Based on persons 25 years old and over.

No formal education	8.5%
1-8 Elementary	41.5%
9-12 High School	38.6%
13 and above	11.4%

3. Employment

Employment in the City of Irwindale is based on the total number of persons employed, 16 years old and over.

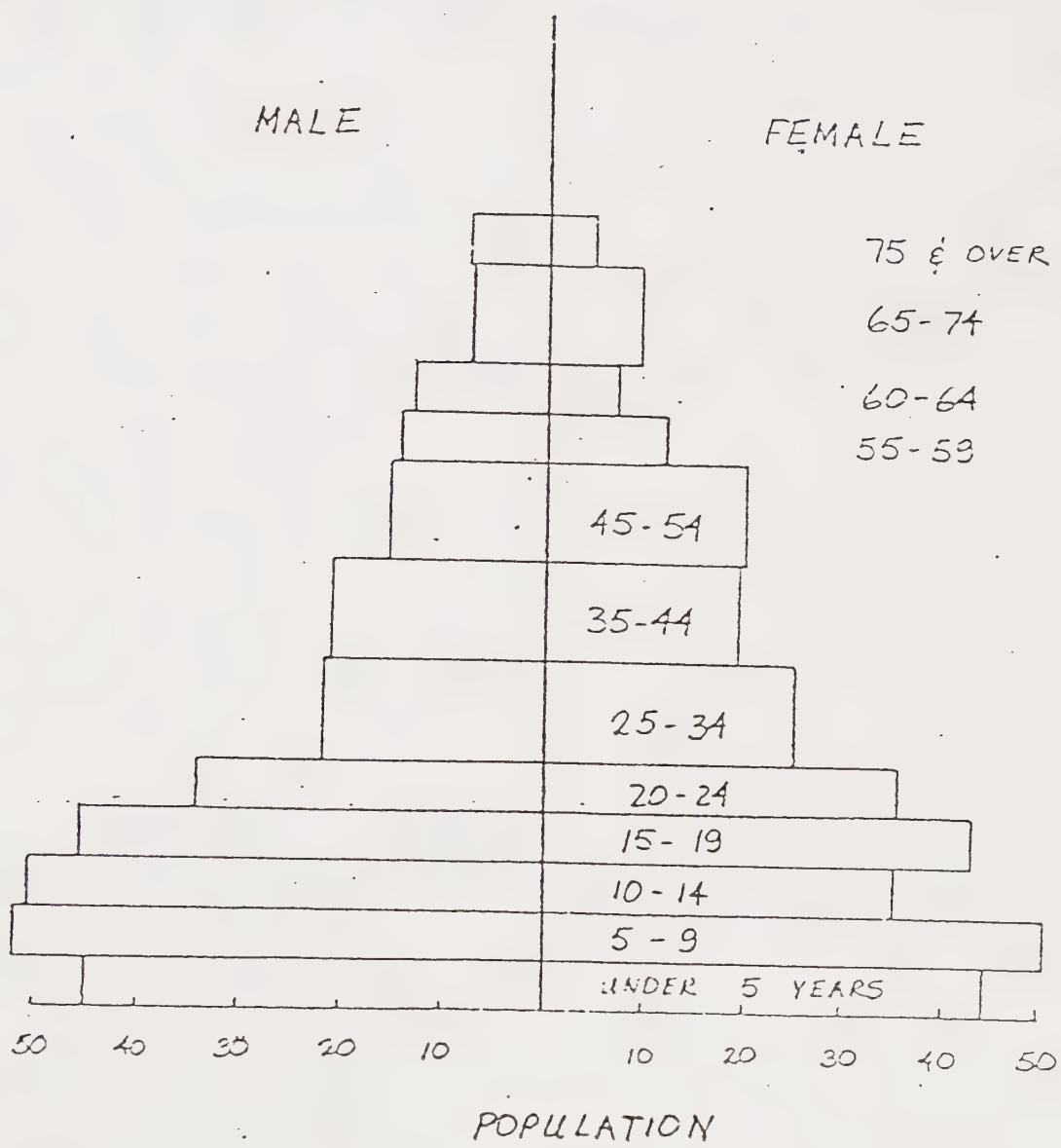
Construction	10.3%
Manufacturing	41.3%
Retail	9.5%
Public Administration	9.5%
Other	29.4%

The class of work is broken into the following three categories for the city:

Private wage and salary workers	76%
Government workers	17%
Self-employed workers	7%

4. Miscellaneous

Of the total population of 784, 538 persons (79.0%) were Spanish-Americans and 3 persons (0.4%) were negro. While the median income of the total city population for families and unrelated individuals was \$8,357, the median income for Spanish-American families and unrelated individuals was \$7,031. Approximately 17% of all families are receiving public assistance or public welfare income, and 7.6% of all families are below the poverty level.



LAND USE ELEMENT

RESIDENTIAL

The City of Irwindale is limited in providing residential land use. Only 1.2 percent of the City is in residential use, or 73 acres. All residential areas are of low density, approximately five (5) families per acre. However, the next 20-to 30 years are expected to see a relatively large population increase in the city with an expected population of 1,800 by the year 2000. Thus, an expansion of the present residential areas is anticipated.

The largest residential area is situated near City Hall. There are two other residential areas in the City; a small area on Park Avenue across the street from the City of Baldwin Park and in the northwestern section of the City near the adjoining City of Duarte.

COMMERCIAL

Commercial activities will be concentrated in the Civic Center area although they will be of two distinct types. First, the general commercial facilities will be located on the Arrow Highway. These will mainly serve as highway commercial uses. The second commercial area will be the "Mercado" type located in the "Town Center". To enhance the community's cultural desires, this area could serve as a shopping center and gathering place for social interaction.

INDUSTRIAL

A large portion of the land in Irwindale is devoted to industrial uses, primarily as quarries. Nearly 59 percent of the land within the city limits is in quarry ownership, although not all of this property is used for quarry purposes. Industrial land-use (other than that in quarry ownership) accounts for 8.9 percent of the total land in the City.

The property in quarry ownership represents a valuable resource in terms of its future potential. It is likely that a considerable amount of this land will ultimately be developed as light industrial, manufacturing, or recreational facilities. Until that time the City should consider instituting a program for improving the aesthetic qualities of these areas. In fact, the City should strive for high performance standards in all areas designated for industry. By providing landscaping, walls, and other site improvements these areas can be buffered and shielded from visual contact.

Considering the possibility of quarry closures, and development of new uses, a comprehensive plan for these areas should be made. It is apparent that it is physically impossible to fill all of the quarries back to their original states, therefore, there is a restriction on the possible future uses.

OPEN SPACE & RECREATIONAL AREAS

The largest existing park is directly adjacent to Irwindale's City Hall. An additional park has been proposed in the residential area in the north-western section of the City. The Santa Fe Flood Control Reservoir removes a fair-sized portion of the City from use, or limits the construction of structures within its boundaries. Yet this area has the potential for

satisfying the recreational demands for a population much greater than the City of Irwindale alone. As a regional recreational facility, this area has great potential.

* ~~The remaining open space areas should be preserved in their natural states for either flood control purposes or as holding zones for future development. The two open space areas near the main residential area fall under this latter category. Both areas have been used for quarry purposes but due to their prime location should be preserved for commercial or residential expansion.~~ * Deleted by Planning Commission 6/12/73

PUBLIC BUILDINGS

Presently there are three primary public buildings in the City. These are the Fire Station, Post Office, and the City Hall. The two latter are located within the general proximity of the proposed "Town Center". The "Town Center", while primarily intended as a cultural-commercial center, would compliment the Civic Center. Due to its location with respect to the larger residential areas, it would become a focal point for community activities.

CIRCULATION ELEMENT

Two Los Angeles Metropolitan Area Freeways provide direct service to Irwindale: the San Gabriel River Freeway (Interstate 605) and the Foothill Freeway (Interstate 210). In addition, the San Bernardino Freeway (Interstate 10) is located one mile to the south of Irwindale.

A network of major and secondary highways provides the main street system for the City. Due to the large open-space areas, the system is incomplete. A major highway should be located at one mile intervals and a secondary highway located midway of the major highways.

The following are the standards for the roadways:

TYPE	RIGHT-OF-WAY	PAVEMENT	PARKWAY
Major Hwy.	100 feet	84'	16'
Secondary Hwy.	80'	64'	16'
* Industrial Street	-64' 60'	40' 40' 20' 32'	-16' 20'
* Local	-60' 40'	-40' 30'	-20' 10'

Future planning will be necessary to develop a complete street system as the quarries are developed.

* Changes made by Planning Commission 6/12/73

OPEN SPACE ELEMENT

Land or water that is not developed for urban uses is usually considered an appropriate definition of "open space." Open space, however, should not necessarily be protected unless it serves some desirable purpose or function. It is generally accepted that open space for recreational uses, protection of public health and safety, managed production of resources, preservation of natural resources, and for aesthetic purposes is desirable.

In order to provide better play areas in residential neighborhoods and to provide areas for general community activities it is necessary to preserve neighborhood parks. Presently the City has one park located adjacent to the City Hall. This is an excellent location since it is near the largest residential area of the City as well as the Civic Center. A proposed park is to be located in the residential area in the northwestern section of the City.

For protection of public health and safety, all potential flood areas are designated as open space land. This includes the Santa Fe Flood Control Basin, the San Gabriel River, the Big Dalton Wash, and several County flood control pits. The expanse of the Santa Fe Flood Control Basin gives this area the unique quality of serving a double role. In addition to protecting the area from natural disasters, it can also serve as a major recreational facility. As regional demands for recreational areas grow and as population and leisure time expand, such areas are quite scarce.

~~Also included in the Open Space Element are two private parcels of land. These were both in quarry use yet their proximity to the urban centers of Twindale make them particularly valuable for future expansion areas. Until definite plans for these areas have been conceived, it is desirable to hold them as open space.~~

On a somewhat smaller scale, open space can be provided as buffers for existing quarries and industrial areas. While this makes little requirement on the amount of land, it can greatly improve the City's visual qualities. This technique is discussed in greater detail in the Land Use Element (Industrial).

HOUSING ELEMENT

In 1970 the City of Irwindale had a total housing stock of 208 units: 206 single family dwellings, one duplex, and one mobile home. Of these units, 105 were owner-occupied and 97 were rentals. Sixty-two percent of the dwellings were valued between \$10,000 and \$25,000. Present housing in the City is relatively old; only fifteen new dwellings having been constructed since 1965. Over 52 percent of the units are over 30 years old although the majority are well-maintained. One redevelopment area exists near the intersection of Cypress Street and Irwindale Avenue.

These statistics represent the available housing for the 784 residents. In order to accommodate the estimated population of approximately 1,800 in the next 20 years or so, considerable construction will be necessary. While the projected population increase will primarily influence the number of low density, single family homes it may also increase the demand for some multiple family residences. However, the City wishes to retain its low density development pattern, anticipating the density to be approximately 5 families per acre.

Primary residential development will undoubtedly be greatest near the proposed "Town Center". This area is already the largest residential area of the City and is close to all of the City's facilities.

The quality of existing housing can be indirectly influenced by enlisting community support. If the physical appearance of municipal facilities is good, and provision of services is of high quality, neighborhood identity is improved and neighborhood image can become a desirable objective. Construction of the "Town Center" will enhance the community's cultural values and further this community image.

CONSERVATION ELEMENT

Irwindale's basic raw material is sand and gravel. It supplies this product for a radius of 50 miles from the City - to Los Angeles, Long Beach, and the other 74 communities situated in Los Angeles County, San Bernardino, Riverside, and portions of Orange County. In order to conserve these valuable areas which supply this natural resource, all areas in quarry ownership have been shown in the Conservation Element. Being the largest supplier of sand and gravel in Southern California, it is essential that these areas be protected for that use.

A second item worthy of protection is that of potential flood areas. By regulating the use of land in stream channels and other areas designated for flood control, the City reduces the likelihood of a natural disaster damaging property or structures. However, it is still possible to permit recreational uses which are compatible with the concerned areas. The Santa Fe Flood Control Basin, the San Gabriel River, Big Dalton Wash, and the County flood control pits are all shown as land requiring special protection and regulation of uses. The Flood Control District is responsible for the regulation of the use of stream channel land and for the prevention of erosion in natural run-off channels.

Water is supplied to Irwindale from four sources: City of Azusa, Baldwin Park County Water District, California-American Water Company, and the City of Monrovia. Maximum pumping capacity varies from 10 to 24 million gallons per day. Sewer facilities are supplied by Los Angeles County Sanitation District No. 22. Treatment is limited to "primary" although State Water Quality standards may necessitate further treatment in the future.

As a final note, the useful life-time of the quarries is uncertain although studies have suggested the year 2000 as a possible date for final excavation for certain pits. While several studies have been made on isolated quarries, there is presently no comprehensive, co-ordinated plan for redevelopment. In order to insure a desirable future environment for the City, planning for the coordination of these redevelopment projects will therefore be essential to the City's well-being.

SAFETY ELEMENT

Provisions for the protection of the City of Irwindale are an essential and integral component of the General Plan. The following activities are designed to provide a general outline of the City's program to maintain a secure, healthy community and to cope with any potential disasters that might occur:

A. POLICE PROTECTION

The City of Irwindale has its own Police Department with a total force of 18 full time personnel and 12 reserves. The Department utilizes the latest law enforcement techniques and equipment available. Periodic patrolling of all industries is made around the clock. A.D.T. systems are available. Furthermore, the City has reciprocal agreements with adjacent communities should police personnel needs be inadequate. Finally, there exists an extensive police communications system designed to provide a valuable link with the surrounding area in cases of extreme emergency, as well as an early warning system.

B. FIRE PROTECTION

The City of Irwindale is a member of the Los Angeles County Consolidated Fire District which maintains a fire station on Arrow Highway, west of Irwindale Avenue. The station provides one engine company, one pumper and one rescue truck, and has nine full time firemen. Should there be an outbreak of multiple fires or a major conflagration, requiring additional assistance, the Fire Department under reciprocal agreements with neighboring cities, can call upon their support. Nearby Baldwin Park provides the most ready assistance with a snorkel truck and a triple pumper available. The Department, in addition to

extinguishing fires, is also responsible for their prevention. For example, the Department has an extensive weed abatement program and is concerned with the improvement of emergency rescue and medical programs.

C. PUBLIC HEALTH

The City of Irwindale's public health needs are served by the Los Angeles County Health Department. The City works closely with the Health Department in such programs as inoculation clinics, diagnostic clinics, and health code enforcement in order to prevent the spread of communicable and social diseases. Hospital services are provided by the Intercommunity Hospital in Covina and by the Queen of the Valley Hospital in West Covina.

D. PUBLIC SAFETY

In the event of a natural disturbance such as earthquake or storm, the structural stability of all buildings have been insured by building code requirements and building inspections. In the event of an emergency or other major catastrophe, the City possesses an operation plan which is to be used in cooperation with the Federal Office of Civil Defense, the Governor's Office of Disaster Preparedness, and the Los Angeles County Civil Defense and Disaster Board.



NEAL IRVING & ASSOCIATES

Planning Consultants

Phone 864-5143

19.

12820 STUDEBAKER ROAD
NORWALK, CALIF. 90650

February 7, 1973

Mr. Douglas J. Flautt
City Manager
City of Irwindale
5050 North Irwindale Avenue
Irwindale, California 91706

Dear Mr. Flautt:

In accordance with our recent meeting, the following is a revised work program to prepare the General Plan for the City of Irwindale. This revised proposal divides the total planning program into several phases. Phase I is basically the technical research and preparation of planning proposals for most of the General Plan elements. The other phase or phases would include the Seismic, Noise and Community Design Elements; Methods of effecuation; Public Hearings and Adoption; and the publication of the final report and plans.

We would be very pleased with the opportunity to complete Phase I of the General Plan program and to also be available to provide continuing services for the balance of this project.

Very truly yours,

Neal Irving, A.I.P.

NI:pf

REVISEDPRELIMINARY WORK PROGRAMIRWINDALE, CALIFORNIA

The following is an outline for the proposed General Plan.

PHASE II. Investigation and Analysis (Summary Report)A. Inventory of land use

1. Land use survey and Land use map.
2. Summary analysis of land uses.
3. Review of streets and highways.
4. Review of other available planning studies by City, County, State, and Federal.

B. Population and Economic Data (Summary Report)

1. Family characteristics including size, age, sex, education, employment, income, distribution, growth and trends.
2. Review of census data and other research reports.

II. Preparation of Planning Proposals (Plans and Summary Report)

1. Land Use Element - location, density and standards for residential, commercial and industrial uses; schools, parks and recreation; public buildings; and other categories of uses of land.
2. Circulation Element - location and standards for local and collector streets, major and secondary highways and other types of transportation.
3. Housing Element - standards and plans for the improvement of housing and for provisions of adequate sites for housing.

4. Conservation Element - conservation, development, and utilization of natural resources.
5. Open-Space Element - definition and designation of open-space uses for public recreation, enjoyment of scenic beauty, natural resources and agricultural lands.
6. Safety Element - protection of the community from fires and geologic hazards.

Services by City:

The City shall provide tracings and prints of available base maps. City Staff shall be available for consultation and advice concerning any planning study and proposals of the Plan.

Time of Performance:

It is estimated that Phase I can be completed within a period of three to four months. The schedule can be adjusted to facilitate the needs of the City.

Cost:

\$9,200.00

AUG 21 1975

INTRODUCTION

The Safety and Seismic Safety Plan is an element of the general plan and is designed to conform with the provision of Section 65302 (g) and 65302.1 of the California Government Code:

A seismic safety element consisting of an identification and appraisal of the seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to effects of seismically-induced waves such as Tsunamis and seiches.

The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically-induced waves.

The safety and seismic safety element is designed to serve as a guide for the use of the City Council, Planning Commission, City staff, private agencies and concerned individuals on the nature of seismically associated geologic hazards in the city. The safety and seismic safety element provides a reference to be used in connection with policy decisions on development, planning implementations and hazard abatement within the City. This element is intended to protect and enhance the public health, safety and welfare within an acceptable level of risk as determined by the City.

It is clear that earthquakes will occur in the future as Southern California lies in the middle of an exceptionally active fault zone. However, it is not clear when or where earthquakes will occur. The City of Irwindale realizing the uncertainty of seismic and safety hazards has endeavored to take reasonable steps to protect its citizens.

FAULTS AND FAULT ZONES

For many years ground water levels and topographic expression have been used to place fault zones in the San Gabriel Valley. The best known of these fault zones is the Raymond Hill Fault. The Raymond Hill Fault is an east-northeast striking reverse fault which appears to terminate in Monrovia, $2\frac{1}{2}$ miles west of the geographic center of the City of Irwindale.

The City of Irwindale has no earthquake faults within the city limits. The Sierra Madre Fault extends through the area northerly of the city along the base of the San Gabriel Mountains. This fault is clearly exposed in some areas of the San Gabriel Valley, with a reverse movement on the fault of 35 to 70 degrees to the north (information gained from several artificial cuts in the North San Gabriel Valley adjacent to the San Gabriel Mountains). A large portion of the Sierra Madre Fault is covered by alluvium, artificial fill, Duarte conglomerate and San Dimas formation. Due to the amount of surface material over the fault, the location of the Sierra Madre fault should be referred to as a fault zone.

The Duarte Fault bisects an unincorporated county island northerly of the city. The existence of the Duarte Fault is determined by a groundwater barrier which could be a possible extension of the Sierra Madre Fault zone to the north. The Duarte Fault is a buried fault, if it exists, and will require additional study to determine the exact location.

A great deal of knowledge is not yet available about the Duarte and Sierra Madre Faults, and until such time as additional findings are uncovered about the faults, a fault study zone of 660 feet on either side of the faults should be established. This study-zone boundary may be increased or reduced in size as more facts are uncovered about the Sierra Madre and Duarte Faults. Construction of habitable structures within 50 feet of a known fault trace must be closely regulated. At this time, these regulations would not affect Irwindale.

SEISMICITY

There is no record of epicenters of moderate or large earthquakes in the Irwindale area, and only a few are recorded to the east and west along the mountain front. However, considering geologic evidence for recent fault movements, the frontal fault system must be considered active and capable of producing earthquakes comparable to the 1971 San Fernando earthquake. Fault movement most likely will be of the reverse dip-slip type that occurred in the San Fernando earthquake. (NOTE: Technical

information of seismicity and soils obtained from the California Division of Mines and Geology, 1973, Special Report 105).

POTENTIAL GROUND FAILURE

Ground failure can be evaluated in terms of a site's susceptibility to liquefaction, landsliding, differential dynamic settlement and ground lurching.

Irwindale has not experienced measurable ground failure due to an earthquake, in recent time. However, a potential for damage due to ground failure is still present. The development of habitable structures in an area where ground failure is possible, due to seismic action or landslide, may require detailed engineering studies and soil investigations based upon extensive subsurface exploration and laboratory testing. In cases where plans are submitted for habitable structures within the fault study zone, the applicant may be required to furnish engineering investigation reports which should include but not be limited to the following considerations:

1. Fault proximity
2. Characteristics of foundation materials
3. Ground failure potential
4. Estimated earthquake parameters of bedrock motion.
5. Ground motion spectrum

STRUCTURAL HAZARDS

Buildings most susceptible to partial or total collapse are masonry structures built prior to the Field and Riley Acts of 1933

(which required earthquake resistant construction). The majority of deaths and injuries associated with earthquakes occur during or after the failure of old multi-story masonry structures with relatively high occupancy loads. The aforementioned type of building does not exist in the City of Irwindale.

Non-building structural hazards could be damaged by an earthquake of large magnitude. Non-building structures which could be damaged are utility delivery systems, bridges, roads, dams, checkdams or debris basins when filled during an abnormally wet season. A separate study could provide more information on possible damage of non-building structures.

TSUNAMIS AND SEICHES

The City of Irwindale is located against the San Gabriel Mountains and would not be affected by large seismically-induced ocean waves (Tsunamis) or large inland lake waves (seiches).

ACCEPTABLE RISK

One of the purposes of the Safety and Seismic Safety Element is to provide decision makers with guidelines to evaluate risk associated with various hazards. Seismic risks or hazards are directly associated with earthquake faults. However, it is unrealistic to assume that all development should be constrained merely because earthquake faults are known within the City. For this reason the state legislature's Joint Committee on Seismic Safety developed the following scale of acceptable risks.

SCALE OF ACCEPTABLE RISKS

LEVEL OF ACCEPT- ABLE RISK	KINDS OF STRUCTURES	EXTRA PROJECT COST PROBABLY REQUIRED TO REDUCE RISK TO AN ACCEPTABLE LEVEL
Extremely low ¹	Structures whose continued functioning is critical, or whose failure might be catastrophic: nuclear reactors, large dams, power in utility systems, plants manufacturing or storing explosives or toxic materials, freeway interchange structures and large toll bridges.	no set percentage (whatever is required for maximum attainable safety)
Slightly higher than under level 1 ¹	Structures whose use is critically needed after a disaster: important utility centers; hospitals; fire, police, and emergency communication facilities; fire stations; and critical transportation elements such as bridges and overpasses; also smaller dams.	5 to 25 percent of project cost ²
Lowest possible risk to occupants of the structure ³	Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges and overpasses.	5 to 15 percent of project cost ⁴
An "ordinary" level of risk to occupants to the structure	The vast majority of structures: most commercial and industrial buildings, small hotels and apartment buildings, and single family residences.	1 to 2 percent of project cost, in most cases (2 to 10 percent of project cost in a minority of cases)

SOURCE: Meeting the Earthquake Challenge, Final Report to the Legislature, State of California by the Joint Committee on Seismic Safety, January, 1974. Part One: A Comprehensive Approach to Seismic Safety, p. 9

- 1 Failure of a single structure may affect substantial populations.
- 2 These additional percentages are based on the assumption that the base cost is the total cost of the building or other facility when ready for occupancy. In addition, it is assumed that the structure would have been designed and built in accordance with current codes. Moreover, the estimated additional cost presumes that structures in this acceptable-risk category are to embody sufficient safety to remain functional following an earthquake.
- 3 Failure of a single structure would affect primarily only the occupants.
- 4 These additional percentages are based on the assumption that the base cost is the total cost of the building or facility when ready for occupancy. In addition, it is assumed that the structure would have been designed and built in accordance with current codes. Moreover, the estimated additional cost presumes that structures in this acceptable-risk category are to be sufficiently safe to give reasonable assurance of preventing injury or loss of life during an earthquake, but otherwise not necessarily to remain functional.
- 5 "Ordinary risk": Resist minor earthquakes without damage; resist moderate earthquakes without structural damage, but with some non-structural damage; resist major earthquakes of the intensity or severity of the strongest experienced in California, without collapse, but with structural as well as non-structural damage. In most structures, it is expected that structural damage, even in a major earthquake, could be limited to repairable damage.

(Structural Engineers Assoc. of California)

The vast majority of all buildings within the City of Irwindale fall in the "Ordinary" level of risk or below. Irwindale is zoned only for single family residences of one and two stories, limited commercial and open-air manufacturing, and does not contain within the City limits any high occupancy structures, commercial structures, industrial buildings or other structures whose continued functioning is critical or critically needed after a disaster. The only possible exception to "ordinary" level of risk in the City would be the City Hall, quarry areas and secondary utility structures in conjunction with the distribution of water, gas and electric service. Additional studies might be done to furnish more precise information on the anticipated response of the aforementioned uses to strong ground motion either from within the City or from one of the more active faults such as the San Andreas Fault, 40-50 miles to the north.

SAFETY

A portion of the Safety and Seismic Safety Element must address the question of fire, floods, geologic hazards and other pertinent considerations. In response to the threat of fire and flood, the 1971 legislature enacted government code section 65302.1 which required each city and county to prepare an element dealing with such problems.

FIRE

The threat of fires in foothill areas in Southern California has been an area of concern for many years. Most fires, which result in urban damage or loss of life in recent fire seasons, have been man-made either through carelessness or arson. Fire protection for the City of Irwindale is furnished by Los Angeles County. Irwindale has one advantage in fire protection not shared by other cities in the area. This advantage is the additional level of protection afforded by the quarry regions.

FLOODING AND MUDSLIDES

Serious flooding has not been a recent problem in Irwindale because of the low density residential development which has permitted the retention of natural ground cover which retards serious floods. In addition to the natural ground cover, existing debris basins and check dams also provide the City with protection from large scale floods. Minor problems concerning water run-off occurred in the past during wet years. These problems tend to be localized and primarily relate to very small mudslides and small erosion problems in areas where the natural grade has been disturbed. Much of the soil in Irwindale areas is of an alluvium base material and is susceptible to run-off problems if the natural ground cover has been removed and not replaced with landscaping or other mitigating measures. The City maintains a policy of investigating any localized run-off or mudslide problems through the assistance of the Los Angeles County Engineer's Office.

EVACUATION ROUTES

In the event of a serious hazard which would require the evacuation of Irwindale residents, the following streets would be used as primary evacuation routes:

1. Arrow Highway
2. Irwindale Avenue

Evacuation would be handled by safety personnel from the City of Irwindale's Police Department and from the Los Angeles County Fire Department who is under contract to the City.

WATER SUPPLY

Water service in Irwindale is not a municipal function. However, the County Fire Protection District may impose fire-flow requirements on the development of new structures as they deem necessary. In the event of a large scale disaster the existing water system could experience service problems which would necessitate bringing water into the City.

POLICY RECOMMENDATIONS

1. Geological investigation should be made of any single family building site which could be affected by the fault zone.
2. Potential sites for critical structures in the City should be examined for indications or recent faulting.
3. The City should work with the county and adjacent cities to develop a comprehensive emergency services plan.

RECOMMENDATIONS (continued)

4. New habitable buildings should be designed to compensate for safety and seismic safety hazards.
5. Property owners should be encouraged to take adequate steps to protect their property against the economic risks associated with safety and seismic safety hazards.
6. Encourage public awareness of protection measures for earthquakes and other geologic hazards.
7. Recommend that the state continue research on soil dynamics and structural response to earthquake effects.
8. Encourage the lending and insurance industries to advise fire and homeowner policy holders of insurance provisions relating to earthquakes, floods and mudslides.
9. Continue work with Los Angeles County for fire prevention.
10. Continue a policy of property maintenance encouraging residents and property owners to reduce fire hazards.

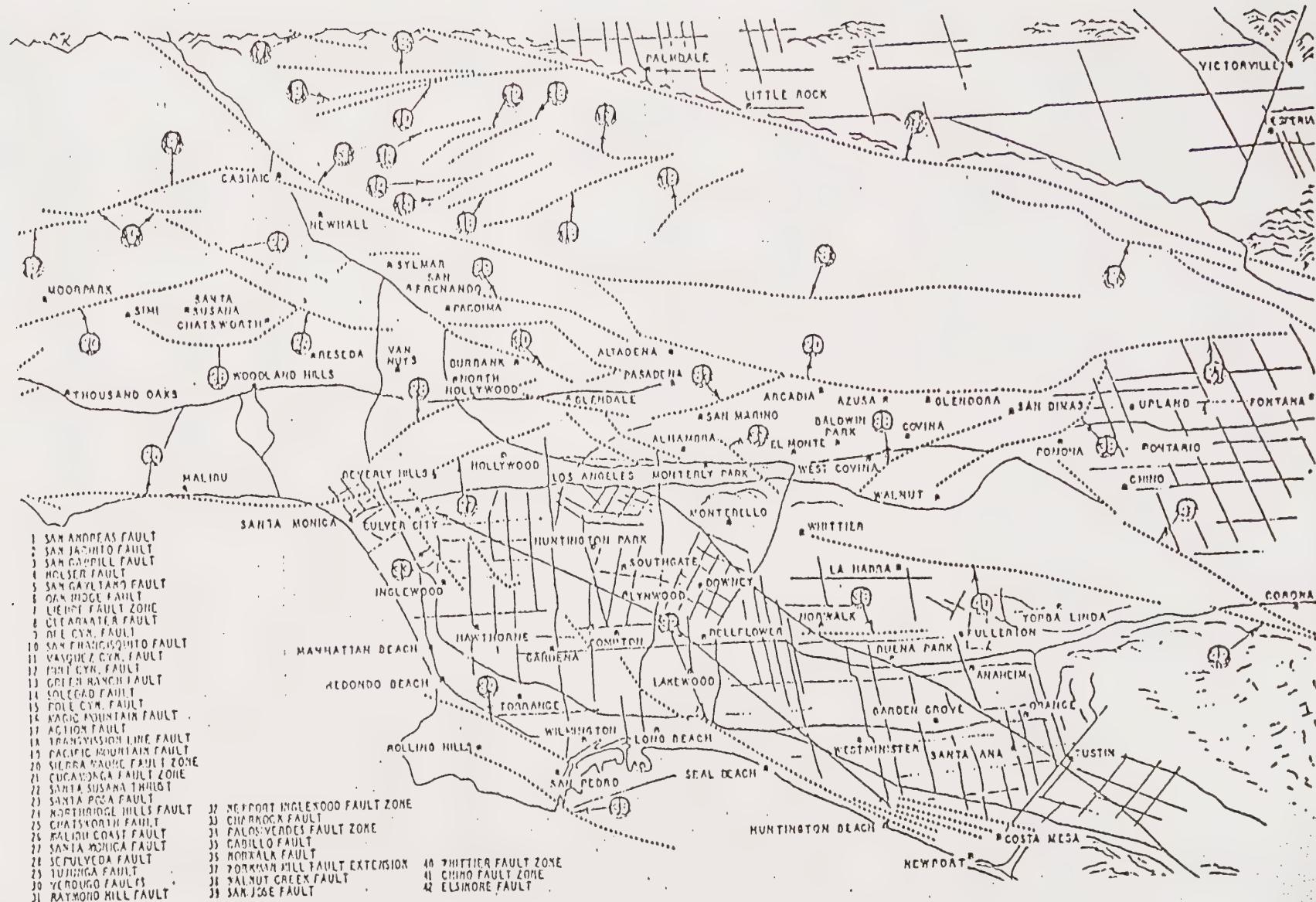


Figure K-7 Surface Faults in the Los Angeles Area

SCENIC HIGHWAYS ELEMENT

INTRODUCTION

This element provides for the local planning for official and unofficial scenic highways. Official scenic highways are designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by the city. Unofficial scenic routes may also be adopted by the City.

PURPOSE

Government Code Section 65302(h) requires a scenic highways element of all city and county general plans, as follows:

The plan shall include a "scenic highways element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

DEFINITIONS

1. Scenic Corridor: The visible land area outside the highway right-of-way and generally described as "the view from the road."
2. Official State Scenic Highway and Official County Scenic Highway: Scenic highways officially designated by the Scenic Highways Advisory Committee after application from local jurisdictions and only if on list of eligible highways found in Section 263 of the Streets and Highways Code.
3. Rural Designated Scenic Highway: A route that traverses a defined corridor within which natural scenic resources and aesthetic values are protected and enhanced.
4. Urban Designated Scenic Highway: A route that traverses a defined visual corridor which offers an unhindered view of attractive urban scenes.

APPLICABILITY

There are no state or county designated scenic highways in the City, and no proposals are now pending, although there are or may be local streets that could be designated as unofficial scenic routes.

POLICIES

The City's policies toward scenic highways are to:

1. Acknowledge that there are no officially designated scenic corridors or highways in the City.
2. Relate scenic route designation to other applicable General Plan Elements and City policies when and if applicable.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF IRWINDALE APPROVING THE ADOPTION OF CERTAIN
ELEMENTS TO THE GENERAL PLAN OF THE CITY OF
IRWINDALE.

THE CITY COUNCIL OF THE CITY OF IRWINDALE DOES RESOLVE AS
FOLLOWS:

SECTION 1. Pursuant to requirements of the State of California there has been prepared certain elements to the City's General Plan; ie: Safety, Seismic Safety, Scenic Highway and Noise Elements.

SECTION 2. The City Council held a duly noticed public hearing as required by the Government Code on September 25, 1975.

SECTION 3. The City Council hereby approves the Safety Seismic Safety, Scenic Highway and Noise Elements be adopted to the City's General Plan as attached hereto.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution.

ADOPTED and APPROVED this 25th day of September, 1975.

ORIGINAL SIGNED

Richard Chico, Mayor

ATTEST: ORIGINAL SIGNED

Margaret S. Barbosa, City Clerk

I, Margaret S. Barbosa, City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 75-18-826 was adopted by the City Council of the City of Irwindale at a regular meeting held on the 25th day of September, 1975 by the following vote:

AYES: COUNCILMEN: Barbosa, Breceda, Michael Miranda,
Pat Miranda and Mayor Chico.

NOES: COUNCILMEN: None

ABSENT: COUNCILMEN: None

Margaret S. Barbosa
Margaret S. Barbosa City Clerk

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF IRWINDALE APPROVING THE
ADOPTION OF CERTAIN ELEMENTS TO THE
GENERAL PLAN OF THE CITY OF IRWINDALE

THE PLANNING COMMISSION OF THE CITY OF IRWINDALE DOES
RESOLVE AS FOLLOWS:

SECTION 1. Pursuant to requirements of the State of California there has been prepared certain elements to the City's General Plan; ie: Safety, Seismic Safety, Scenic Highway and Noise Elements.

SECTION 2. The Planning Commission held a duly noticed public hearing as required by the Government Code on August 21, 1975.

SECTION 3. The Planning Commission hereby approves the Safety, Seismic Safety, Scenic Highway and Noise Elements be adopted to the City's General Plan as attached hereto.

SECTION 4. The Secretary shall certify to the adoption of this Resolution and shall forward copies to the City Council.

ADOPTED and APPROVED this 21st day of August, 1975.

ORIGINAL SIGNED

Arthur F. Tapia, Chairman
Irwindale Planning Commission

ATTEST:

ORIGINAL SIGNED

Thurley M. Clark, Secretary

I, THURLEY M. CLARK, Secretary of the Planning Commission of the City of Irwindale, hereby certifies that the foregoing Resolution No. 193-(75) was duly adopted at a regular meeting of the Planning Commission held on the 21st day of August, 1975 by the following vote:

AYES: Commissioners Diaz, Martinez, Ornelas, Suarez and Chairman Tapia.

NOES: None

ABSENT: None

Thurley M. Clark

N O T I C E

NOTICE IS HEREBY GIVEN that the City Council of the City of Irwindale, will hold a public hearing at 7:30 P.M. on September 18, 1975 in the Council Chambers at 5050 Irwindale Avenue, Irwindale, California; for the purpose of considering for adoption certain elements to the City's General Plan; ie: Safety, Seismic Safety, Scenic Highway and Noise Elements.

Also, to consider adoption of a Noise Ordinance.

Copies of the proposed elements are on file with the City Clerk for inspection.

Interested persons may attend the public hearing in respect to the consideration of the above elements and the adoption of a Noise Ordinance.

CITY OF IRWINDALE

Mayor Richard Chico
City Council of the
City of Irwindale

CASE NO. 75-5-GP
DATED: August 25, 1975

NOISE ELEMENT

INTRODUCTION

The State law defines the Noise Element in these terms:

A Noise Element in quantitative, numerical terms showing contours of present and projected noise levels associated with all existing and proposed major transportation elements.

Re: Government Code Section 65302(g)

GOAL

The purpose of the Noise Element is for identification and prevention of present noise levels which may produce a noise level harmful to the health and welfare of the community and to implement plans and policies to prevent increases in the noise levels.

OBJECTIVES

1. Residential areas should be quiet generally.
2. Residential areas should be quieter at night than during the day.
3. The interiors of residential structures should be substantially free from internal and external sound transmission.
4. Sound levels transmitted beyond or across a residential property line should be limited to the sound level permitted in the receiving zone.
5. Commercial and industrial noise should be kept to a minimum.

STANDARDS

The League of California Cities² suggests that community ambient

(average noise level of all background sounds) noise levels stay within the following bounds for residential communities.

<u>Time</u>	<u>Quiet</u>	<u>Slightly Noisy</u>
(Day) 7 a.m. to 7 p.m.	55 dBA	60 dBA
(Evening) 7 p.m. to 10 p.m.	50 dBA	55 dBA
(Night) 10 p.m. to 7 a.m.	45 dBA	50 dBA

*SOURCE: League of California Cities Quiet City Report.

Table 2 should help in explaining the loudness of various noise, and interpreting table 1.

NOISE POLICIES

It is the policy of the City to restrict excessive and annoying noises from all sources through the use of existing police protection. At certain levels, noises are detrimental to the health and welfare of the citizenry. Excessive and unnecessary noise may affect the average individual by contributing to the loss or damage of hearing, interference with one's ability to understand oral communication, sleep interference and tension or general nervousness. In the interests of its residents the City established a policy of keeping excessive and annoying noises to a minimum.

PUBLIC SERVICE POLICIES

"The provisions hereof shall not be deemed to preclude the construction, operation, maintenance, and repairs of equipment, apparatus, or facilities of park and recreation departments, public work projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission."

NOISE RESTRICTIONS AND LIMITATIONS

The majority of all noise produced within the City of Irwindale is the result of quarrying and automotive vehicles. The most serious offenders are crushers, racetracks, trucks, motorcycles and those automobiles with loud exhausts. All of these are capable of producing loud peaks of noise. The City has greater control over its internal environment than do most cities. The greater level of control can be attributed to the permits required by the City, which results in controlled use and access for some areas. The main portion of the City developed with public streets is limited to residential uses. Such streets are of a minor or collector nature and do not serve any industrial or commercial areas, ergo resulting in far less noise than would otherwise be experienced.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Noise Element is related closely to the Circulation, Land Use and Housing Elements of the Irwindale General Plan. The strict control over vehicular and fixed point noise is compatible with the high standard of residential development in Irwindale. Audible ambient levels of serious vehicular and fixed point noise are virtually non-existent at this time.

POLICIES

1. Develop and maintain a systematic noise level survey of the City, to determine the effectiveness of noise control measures and establish a system for gathering and reviewing information.
2. Develop a comprehensive noise ordinance.
3. Obtain noise measuring equipment.
4. Work with other jurisdictions to eliminate multi-city noise concern.

CONCLUSIONS

The City of Irwindale has a potential for high noise levels. The policies of the City as set forth in the General Plan will promote control over unwanted noise, the absence of such is a desirable characteristic.

TABLE 2

Decibel Ratings	Over-all Level	Outdoor Noise Sources	Loudness
130		Jet aircraft take-off with after-burner @ 50 ft.	
120	Uncomfortable		32 times as loud
	Loud	Turbo-prop aircraft at take-off @ 200 ft.	
119			16 times as loud
		Jet-fly over @ 1000 ft.	
100	Very Loud		8 times as loud
		Power mower	
		Diesel truck at 40 mph @ 25 ft.	
90		Motorcycle @ 25 ft.	4 times as loud
		Gasoline powered trucks @ 25 ft.	
		Car wash @ 20 ft.	
80		Propeller plane fly-over @ 1000 ft.	2 times as loud
	Moderately Loud	Automobile @ 65 mph @ 25 ft.	REFERENCE NOISE LEVEL
		High urban ambient sound	
70			
60		Air Conditioning Unit @ 100 ft.	$\frac{1}{2}$ as loud
		Large transformers @ 100 ft.	
50	Quiet		$\frac{1}{4}$ as loud
		Bird calls, lower limit	
40			$\frac{1}{8}$ as loud
		Just audible	
10		Threshold of hearing	

<u>Point of Measurement</u>	<u>Noise Level</u>
1	40 dBA
2	42 dBA
3	45 dBA
4	55 dBA
5	55 dBA
6	60 dBA
7	60 dBA
8	60 dBA
9	65 dBA
10	72 dBA
11	68 dBA
12	70 dBA
13	70 dBA
14	68 dBA
15	65 dBA
16	62 dBA

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